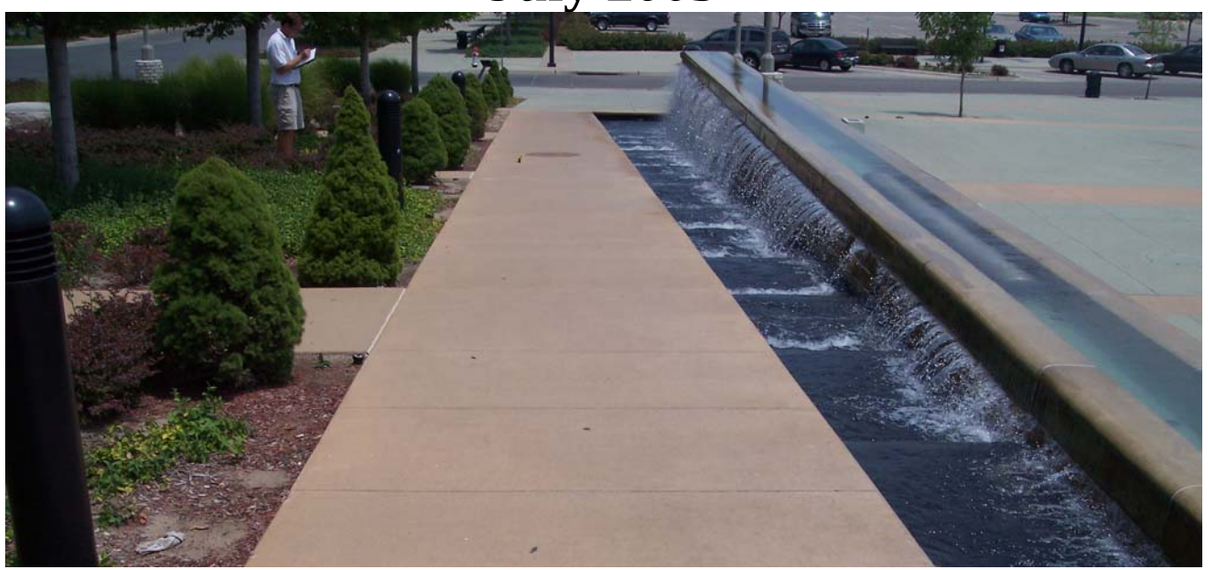
City of Wichita, Kansas
Americans with Disabilities Act Transition Plan

Water Wall

400 W. Waterman

July 2005



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In conjunction with

The Great Plains ADA & IT Center and the City of Wichita Disability Advisory Board

City of Wichita – ADA/504 Transition Plan – Water Wall - July 2005 **Legend: Blue font identifies hyperlinked documents – Red font indicates recommended changes to structures or policies**

Locations	Structural Inconsistencies		Recommended Corrections/Modifications to Ensure Program Access	Criteria – L=low, M=medium, H=high			Supplemental Technical Information			Finalized Actions		
Location	Identified Issue	ADAAG Specifications	Recommended Correction	Priority (overall)	Public Access	Frequency - PWD	Photo #	Conceptual Costs	Support Information	Finalized Correction	Date to be Corrected	Date Completed *(Include initial)*
1. Path of Travel	The path of travel (sidewalk), at the back of the Waterwall, is a ramp and does not provide handrails on each side.	4.8	According to ADAAG, any part of an accessible route with a slope greater than 1:20 shall be considered a ramp. If a ramp run has a rise greater than 6-inches or a horizontal projection greater than 72-inches, then it shall have handrails on both sides. The existing sidewalk has a running slope greater than 5%, measuring 6.6% at intervals. Since the running slope of this ramp is moderate and handrails may detract from the ambiance or intended service provided by this facility, we do not recommend making any structural changes to the sidewalk. Although, it should be considered that ADAAG does require the provision of handrails on surfaces with running slopes greater than 5% and the existence of handrails along ramps is considered a safety feature along with making the ramp accessible and usable.	L ®	H	L	1	$0	Ramp Detail			
2. Curb Ramp	The curb ramp, on the path of travel from the street to this facility, does not provide an appropriate detectable warning surface, and has very steep side flares.	4.7.7	Since these curb ramps lead to a cross vehicular traffic way, the necessity of detectable warning surface is magnified. The existing curb cut has a detectable warning surface. However, this detectable warning does not comply with current ADAAG specifications regarding truncated domes. In addition, ADAAG requires side flares on curb ramps to be a maximum slope of 1:10. The existing side flares have more than a 30% slope. Modify the existing curb cut to comply with ADAAG specifications pertaining to a detectable warning surface.	H ®	H	M	2	$500	Detectable Warning Suspension Detectable Warning Specifications #1, #2 See Building Block 5 – Curb Ramps for additional ADAAG specifications.			

Water Wall - Conceptual Cost Projections

Total	$500
Year One (Very High)	**$500**
Year Three (High)	**$0**
Year Five (Medium)	**$0**
Year Ten (Low)	**$0**